

Voluntary Accelerated Vehicle Retirement Regulation and Carl Moyer Program Guidelines for Light-Duty Vehicles

Proposed Revisions

December 7, 2006 Bakersfield, California

Outline

- Background
- Proposed voluntary accelerated vehicle retirement (VAVR or scrap) changes
- Proposed guidelines for new voluntary repair program
- Recommendations

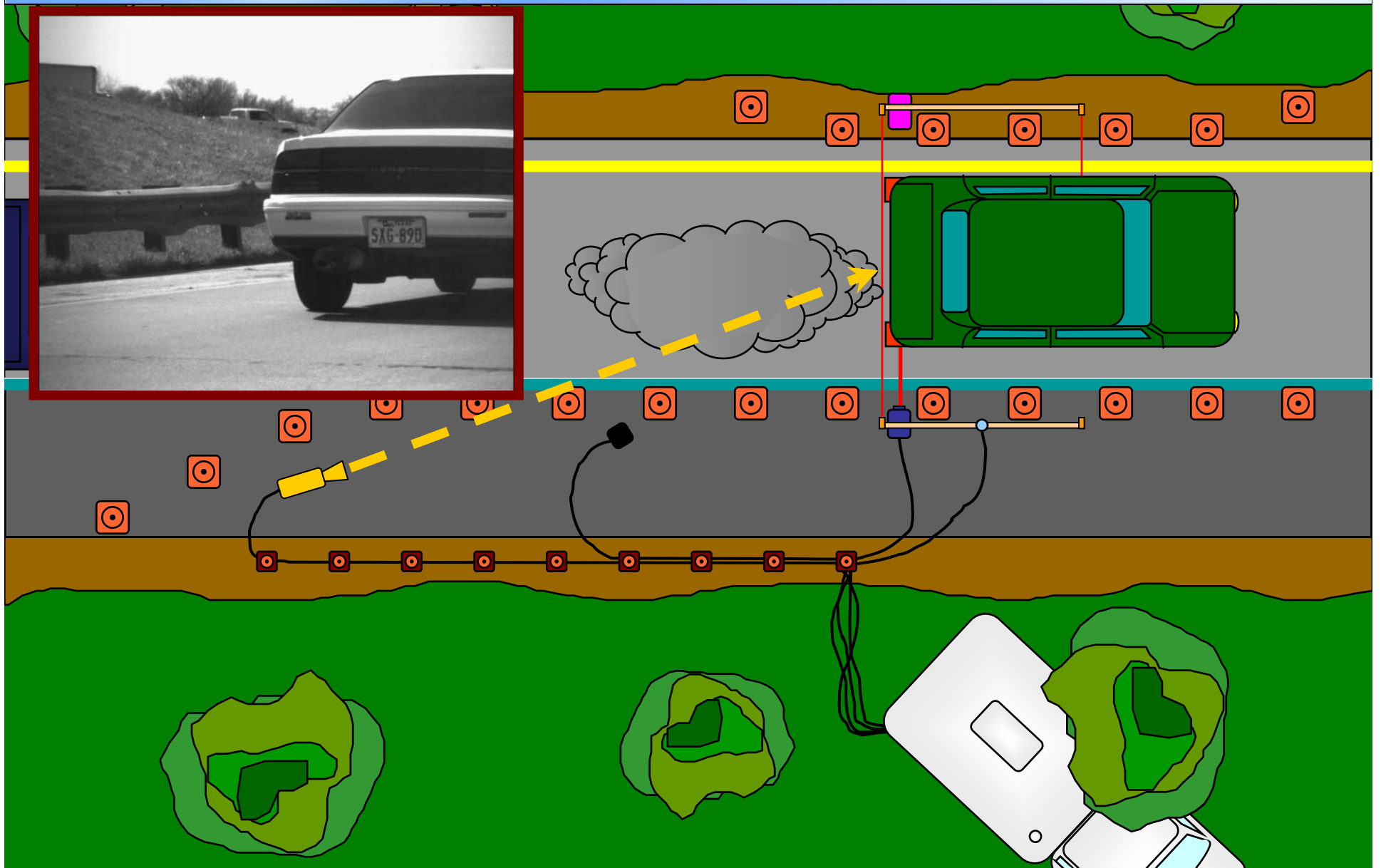
Background

- AB923 (2004) allows light-duty vehicles in Carl Moyer Program
- Potential projects
 - Vehicle scrapping
 - Voluntary repair of vehicles
- Interest in remote sensing

Introduction to Car Scrap

- Voluntarily retire older vehicles early
- ARB regulation adopted in 1998
- Administered by districts and overseen by ARB
- Credits retired for clean air benefit or alternative compliance mechanism

Remote Sensing Background



Remote Sensing

- Split second measurement of vehicle exhaust emissions from roadside
 - ROG, NO_x, and CO measured
- Video equipment records vehicle license
- Effective tool for identifying high emitters

November 2005 Board Action

- Added light-duty vehicles to Moyer Guidelines
 - Conventional scrap programs
 - South Coast RSD-based scrap and repair program
- Deferred repair guidelines
- Directed staff to update scrap regulation to integrate RSD

Proposed Changes to Car Scrap

Identification of High Emitting Vehicles

Proposed Regulatory Requirements

- Optional use of RSD or other approaches
 - Specific technology not mandated
 - Flexibility in program design
- Project plan for ARB approval
- Generate extra emission reduction credit
- Complements existing scrap provisions

Other Changes to Scrap Regulation

- Vehicle registration requirement
 - Change from 120 days to 24 months to match Health and Safety Code
- Delete two sections, no longer applicable
- Minor clarifying language changes

Calculating Emission Reductions

Proposed Carl Moyer Guideline Criteria

- RSD/other approaches as screening tool
- Smog Check test to confirm emissions
 - Must fail to qualify for extra emission credit
- Emission calculation accounts for Smog Check program benefits

Flexibility in Provisions

- Optional evaporative testing
- Optional particulate matter testing if viable method available
- Allow modifications to emission calculations to reflect unique programs

Proposed Guidelines for Voluntary Repair of Vehicles

Voluntary Repair of Vehicles

Guiding Principles

- Must not pay for repairs that would happen anyway
- Must not discourage routine maintenance
- Systematic diagnosis and repair
- Balance flexibility with need to ensure real emission reductions

Vehicle Eligibility Requirements

- Requirements aimed at ensuring reductions are surplus
- Vehicle identified via RSD or other technology
- Smog Check test to confirm emissions

Repair Requirements

- Only emission-related repairs fundable
- Must follow systematic diagnostic and repair protocols
- Must bring emissions below Smog Check cutpoints
- Replacement catalysts must be OBD II compliant

Additional Requirements

- Emission reduction calculation
 - Difference between pre- and post-repair Smog Check test
 - Flexibility to reflect unique programs
- Project plan for ARB approval

Staff Recommendations

- Approve proposed revisions to the voluntary accelerated vehicle retirement regulations
- Approve proposed revisions to the Carl Moyer Program Guidelines for light-duty vehicles